

## PROJECT 10073 RECORD

1. DATE - TIME GROUP 19 Mar 67 <i>20/0120Z</i>	2. LOCATION Louisville, Kentucky (Multiple)
3. SOURCE Civilian	10. CONCLUSION BALLOON(Hot Air) <i>P.W. Jst</i>
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION 1 minute	11. BRIEF SUMMARY AND ANALYSIS Observer stated that the object had an unusual light . It was a single light that was brilliant varying from reddish on the outer edge through orange to a yellowish white in the center. Object traveled in a straight path. Observer stated that the object was discarding some flaming material. Observer stated that the object had no navigational lights.
6. TYPE OF OBSERVATION Ground Visual	
7. COURSE North	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

FORM  
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

(Hot Air, Balloon)

[REDACTED] Rd.  
Louisville, Kentucky 40216  
March 20, 1967

19 MARCH 67

Operation Blue Book  
FTD Wright-Patterson AFB  
Dayton, Ohio

Louisville, Kentucky

Attn.: Maj. H. Quintanilla (TDEW)

Major Quintanilla:

I wish to relate an experience my family and I had at approximately 7:20 P.M., March 19, 1967.

We were travelling south on [REDACTED] Rd. returning home from church. It was already dark and a complete cloud cover had moved over our area. Near the city limits of Louisville, my wife mentioned the fact that the evening star was unusually bright. I reminded her of the cloud cover and suggested it to be an aircraft which I could also see ahead of us to the south through the windshield.

The light, though unusual in color, was approaching us head-on very much in the manner of an aircraft. When first sighted, it was approximately thirty degrees above the horizon appearing to be a single brilliant light varying from reddish on the outer edge through orange to a yellowish white in the center. Although the Standiford, Tower, about six miles to the east of us, later advised that the cloud cover at the time of sighting was approximately 5,000 feet altitude, visibility was exceptionally good.

The light travelled generally toward us on a straight course for about one minute and passed out of my view above the windshield and slightly to our left. We were at this time about one-quarter mile farther south on Cane Run Rd. from the initial sighting point.

My eleven year-old son suddenly remarked that something was falling from it. He was viewing it out one of the left side windows at the time. I advised him that he probably was seeing reflections or distortions caused by the window glass. On his insistence, I rolled down my left side glass and discovered a considerable amount of flaming material dropping from the light. There was such a large amount of this flaming material dropping, that it appeared to me that an explosion or disentigration was imminent.

I immediately parked in a safe area off the right side of the road, and my wife, I, our son and sixteen year old daughter got out so we could see better. A few seconds after alighting from our station wagon, the flaming material ceased dropping, the brilliant light disappeared but we could still see the completely darkened object travelling on the same course at what appeared to be the same speed as the light had been travelling.

A few seconds after the light and flaming material ceased dropping, the object appeared to change direction and headed to the northwest approximately forty-five degrees to the left of its original course.

We got back into the station wagon hurriedly and drove across the road to a phone booth. I called the Louisville Police Department and reported what I thought to be an aircraft on fire and the possibility of a crash.

The darkened object passed out of view soon after changing course, and did not appear to change altitude or speed.

There was quite a bit of traffic on Cane Run Rd. at the time of the sighting and several drive-in restaurants in the area, however, we could see no one else who seemed to notice this incident.

The flaming material which fell from it burned with a yellowish-white flame. I could not determine whether the flaming material was consumed by fire or the flames went out and the material dropped onto the ground. Judging from the position of the object the material, if striking the ground, would have landed two or three miles to the east of us.

Following the disappearance of the light and flames, the darkened object had no navigation lights and there was no exhaust flame which is usually present with the nighttime operation a conventional piston engine. We could detect no propulsion noise of any type although background noise could have drowned it out had its altitude been sufficiently high. We commonly hear both piston engine and jet noise in this area without difficulty.

On arriving home about five minutes following the call to the police department, I decided to call the Standiford Field tower to report the incident to them. They knew nothing of it and had not been notified of any aircraft in distress or any similar sightings, but promised to check.

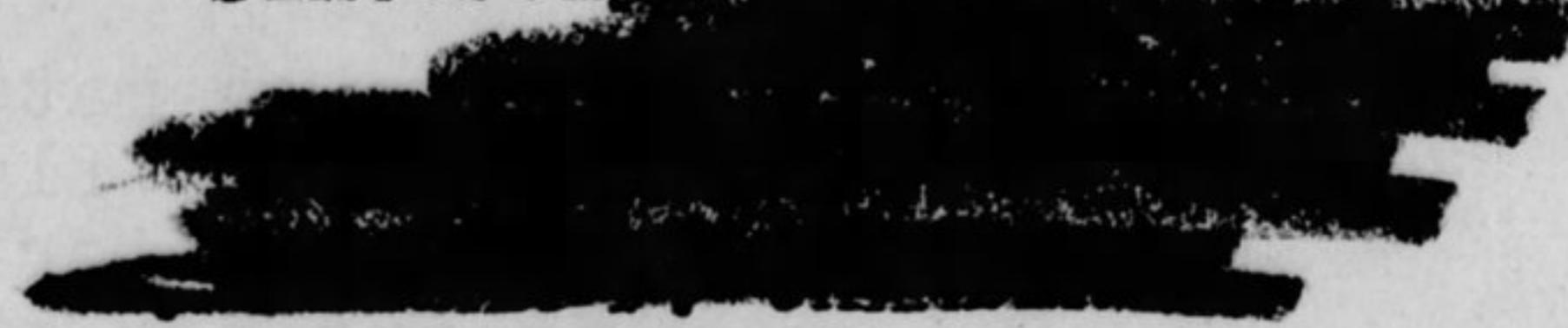
I went to work on the mid-night shift at a local oil refinery, and since I had heard of no developments on the local newscasts, I decided to call Standiford tower to find if they had any resulting information. I was informed by a controller on duty that they were unable to determine a thing concerning this incident and was advised that it was highly unlikely that this was an aircraft. He also advised me that a fire of this magnitude would most certainly render a conventional plane unable to continue flight.

Upon receiving this information, I decided that this incident might be of interest to your department. I am including a sketch of the sighting to provide you with time, distance and direction information to the best of my and my family's estimation.

I have spent three years with the air force, and I feel that my account is fairly accurate technical-wise.

We would welcome any request for additional information or interviews concerning this incident.

Sincerely



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[REDACTED]  
LOUISVILLE, KY. 40216  
MARCH 19, 1967

